

Exhibit No 101

Re: [RMPTSA_Listserv] Rockville Pike Plan-expansion of Fleet St to Wootton Pkwy
charles gross
to:
SJDonohue
05/23/2011 09:36 PM
Cc:
"planning.commission@rockvillemd.gov", "rockvillepikeplan@rockvillemd.gov",
"mayorcouncil@rockvillemd.gov", "rmptsa_listserv@yahoogroups.com"
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As a parent of a RM student who often drives on fleet street this cut through would save some time but it will also bring an unacceptable amount of traffic directly in front of the school.

People before traffic!

Sent from my iPhone

On May 23, 2011, at 8:39 PM, SJDonohue <donohuesj@verizon.net> wrote:

Dear Rockville Planning Commission and Rockville Pike Plan Committee,

Bill Burchett's email below clearly and comprehensively describes the safety issues if Fleet St is expanded. I strongly recommend you read his email below, if you haven't already. This is a real (not hypothetical) concern since Fleet St flanks Richard Montgomery HS and it would likely become a "cut through" street. Recently I saw first hand how much pedestrian traffic there is near the school. Usually my son takes the bus and so I don't drive to RMHS. However, last week students had exams and so I had to drive my son to school each day during the lunch period for afternoon exams. Lots of students were walking to school from their lunch outings, usually in groups of friends. Although some kids were looking out for traffic, others were focused on their conversations and were not paying attention to their surroundings. If Fleet St. is expanded, having lots of teens walking and increased traffic will be a hazardous mix. Also, RMHS is used for other events any day of the week and at night. Therefore, drivers would have to be careful even when school is not in session. Everyone agrees that Rockville Pike has high traffic volume and is not friendly to pedestrians and bikers. However, expanding Fleet St. is not a reasonable option to alleviate these problems.

Kind regards,

Susan Donohue

RMHS parent

|

From: RMPTSA_Listserv@yahoogroups.com [mailto:RMPTSA_Listserv@yahoogroups.com] **On Behalf Of** Bill Burchett
Sent: Thursday, May 19, 2011 6:11 PM
To: planning.commission@rockvillemd.gov
Cc: WECA_RockvilleMD@yahoogroups.com; RMPTSA_Listserv@yahoogroups.com; RMClusterPTA@yahoogroups.com; rockvillepikeplan@rockvillemd.gov; mayorcouncil@rockvillemd.gov
Subject: [RMPTSA_Listserv] Rockville Pike Plan

Dear Rockville Planning Commission,

I have followed the new Rockville Pike plan with much interest. I live 2 blocks from Rockville Town Center and I regularly shop, exercise and dine at business's located on the Pike. Traffic is almost always heavy and it approaches complete gridlock at peak hours almost every day.

Remedying the Pike traffic problem to everyone's satisfaction is a nearly impossible task. No one wants to suffer the adverse effects of overflow traffic through their neighborhood or on their daily commute routes in order to lesson the traffic on the Pike.

A portion of the proposed Pike plan seeks to extend Fleet St to Wootton Pkwy. This will put many more cars on Fleet St and these additional cars will almost all pass directly in front of Richard Montgomery (RM) HS. While an extended Fleet St would be great for my personal commute, it is a bad plan for the Rockville community in general. I believe the following excerpts from your own consultants highlighted in the Rockville Patch make a good case against the Fleet St extension:

"The pike needs this redevelopment to stay economically competitive in the region and become the signature address that the community wants it to become," said Gianni Longo, co-founder and principal of ACP Visioning and Planning, which the City Council hired in 2007 to develop a new plan for the Rockville's main thoroughfare.

For now, the appearance of the pike "is disheartening," Longo said. "You cannot walk along the pike. It is not an environment that is safe for pedestrians. It is not an environment that is safe for bicycles."

One way to make the pike safer would be to try to reduce traffic and give vehicles better access to businesses in the corridor by expanding the network of streets, said Joel Mann, a transportation consultant with AECOM Technical Services, Inc., which is also under contract with the city.

It seems that the solution to the Pike problem is to divert traffic off the Pike on to secondary roads making them less safe. Funneling any amount of new traffic by a landlocked 2000+ student high school (RM) is a bad idea. Creating a less safe environment for HS students shouldn't be a solution to creating a more safe environment for Pike pedestrians. Joel Mann mentions giving "vehicles better access to

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Have you ever driven on Fleet St around RM on a rainy morning when many of the kids who usually walk to school are driven to school by their parents? Traffic is heavy and kids are let out along the curb at various locations. I know this because I've let my own kids out in different areas. The RM parking lot is often so congested that if you follow all the rules and drive in and out of it following all the marked signs, it can take 20+ minutes just to get into and out of the parking lot. An extended Fleet St would make things exponentially worse! And please, don't use this as an impetus to have the Rockville Police more heavily patrol Fleet St on rainy school mornings. I do not believe any laws are broken and I don't see this as a safety issue now.

Are you aware of the MCPS projections for enrollment growth at RM? I won't expand on them here except to say that all 4 cluster elementary schools are overcrowded or severely overcrowded by 15% to 35%. The feeder Middle School, Julius West, has plans to expand. There are plans pending to build an additional cluster elementary school. 400+ additional students attending RM in several years will only make the Fleet St extension more risky.

I do have other questions and concerns about the Pike plan but most of these have been addresses by the West End Citizens Assoc. (WECA), it's President Susan Prince and other citizens. This letter specifically addresses the Fleet St extension to Wootton Pkwy. I oppose extending Fleet St to Wootton Pkwy as it's extension poses an additional and unnecessary safety risk to the RM students, staff and the community at large.

Regards,

Bill Burchett

RM Parent

President Richard Montgomery Booster Club

WECA Block Captain for South Adams St

119 South Adams St

Rockville, MD 20850

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—, * —



To:
Cc:
Bcc:
Subject: Fw: Proposed Fleet Street Extension -RMPTSA President Gail Rothberg Letter to Rockville Planning Commission

----- Forwarded by Louise Atkins/RKV on 05/24/2011 08:24 AM -----

From: Christopher Kelly <christopher.kelly57@yahoo.com>
To: planning.commission@rockvillemd.gov
Cc: RMPTSA_Listserv@yahoogroups.com, RMClusterPTA@yahoogroups.com, mayorcouncil@rockvillemd.gov
Date: 05/23/2011 08:23 PM
Subject: Proposed Fleet Street Extension -RMPTSA President Gail Rothberg Letter to Rockville Planning Commission

To: City of Rockville Planning Commission
From: Gail Rothberg, President, Richard Montgomery PTSA (RMPTSA)
on behalf of the RMPTSA Executive Committee

Subject: “ Rockville ’s Pike- Envisioning a Great Place ”
and proposed Fleet Street extension

The Richard Montgomery PTSA has learned of a proposed extension to Fleet Street as outlined in the draft document, [“Rockville’s Pike – Envisioning a Great Place.”](#)

We would like to express our formal opposition to this plan.

In Chapter 5 [“A Plan for the Rockville Pike Corridor”](#) - pages 5.15 and 5.16 outline the proposal for an expanded street network designed to increase connectivity and choices for cars and pedestrians in the Rockville Pike corridor. As noted on page 5.16, “the primary street addition in the North Pike district is the extension of Fleet Street to connect Wootton and Edmonston and to provide a circulation alternative to Rockville Pike.”

As you are aware, Fleet Street runs directly in front of Richard Montgomery High School and terminates at Mt. Vernon Place . Despite the establishment of a traffic signal at the intersection of Fleet Street and Richard Montgomery Drive, the area remains congested with traffic and pedestrians – primarily, our students – throughout the day. There have already been documented safety concerns, resulting in the installation of a stop sign and traffic-calming measures on Fleet Street.

In the morning, students cross Fleet Street when they are dropped off at – or walk from – Jefferson Plaza and Park Avenue . Many students also walk from Maryland Avenue , where Fleet Street terminates, and must also negotiate traffic at that intersection.

During “open lunch,” RM students may choose to walk to establishments in Rockville Town

Center or on Rockville Pike. Pedestrian safety at this time of day remains a primary concern, as it is when school ends --when more students cross Fleet Street.

On many evenings Richard Montgomery hosts a variety of extra-curricular programs – from athletic events to theater presentations – leading to added traffic concerns on Fleet Street. The school is a community facility--used daily and throughout the year--for a wide variety of events for both children and adults. The concerns with regards to our students extend to the larger community.

We are deeply concerned that an extended Fleet Street will bring extensive traffic in front of the school, especially during “rush hour” times. In addition, the opportunity for drivers to use Fleet Street to by-pass the intersection of Rockville Pike and Rte 28 (East Jefferson Street) throughout the day will lead to an even larger flow of traffic in front of the school.

We urge the City of Rockville Planning Commission to seek an alternative to the proposed Fleet Street extension and look forward to partnering with you on ways to achieve this.

Sincerely,

Gail Rothberg
President, RMPTSA
on behalf of the RMPTSA Executive Committee

Exhibit No 103

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charles gross
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05/23/2011 09:36 PM
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History: This message has been replied to.

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Regards,

Bill Burchett

RM Parent

President Richard Montgomery Booster Club

WECA Block Captain for South Adams St

119 South Adams St

Rockville, MD 20850

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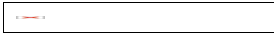
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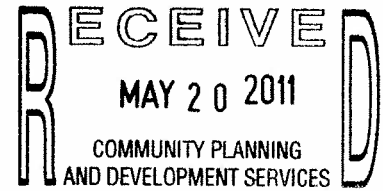
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May 17, 2011

Chief
City of Rockville Planning Commission
c/o Long Range Planning
CPDS
111 Maryland Avenue
Rockville, MD 20850

Re: Rockville Pike Plan
Woodmont Park Apartments
1000 Block Rockville Pike

Dear Sir/Madam:

Please be advised that as owner/manager for the above referenced project, we object strongly to this contemplated plan. We may take action against the Planning Commission as well as the members/consultants, as the plan adversely affects our business operation, as designed.

- 1) The premise of the plan in its entirety is unfounded. The Pike is arterial in nature and always has been, it is not Bethesda Row.
- 2) Many rush hour traffic tie ups are caused by the Congressional Shopping Center lights and the Viers Mill/Rockville Pike interchange. These tie ups are not caused by the width of right of ways. There are too many light intersections like those at Woodmont Country Club, as one example. Rapidly move traffic away from the Pike with expedited egress measures.
- 3) Looking at the Boulevard Plan, Woodmont Apartments are singled out, cutting into our property.



City of Rockville Planning Commission

May 17, 2011

Page Two of Three

- a. The plan takes one (1) acre of land from Woodmont Park Apartments, removing seventy (70) parking spaces. We currently have a parking ratio of 1.1 spaces per unit. These spaces are all used. The outlined plan would leave us at a ratio of .93, this would leave 29 units without parking. This leaves us with unacceptable market obsolescence for parking and travel lanes which is a hugely expensive taking cost, in addition to the taking of land cost. We would come after the City of Rockville Planning Board, for the future economic loss of rents caused by their design.
 - b. The plan creates yet another bottleneck at the Porsche dealership, as that property is unaffected.
 - c. The plan adversely impacts Talbott Center parking, decreasing the parking ratio for retail and restaurant requirements.
 - d. You adversely impact many uses by zoning, if not by NFPA setback, and parking requirements by taking. This will cost the city greatly for economic obsolescence taking.
- 4) The existing ROW is sufficient for its use.
 - 5) The turn islands should be the "bus lane" as it serves only periodic trips per day, not all the time. The plan should mirror White Flint.
 - 6) FAR/Units per acre are unknown. We are allowed seven (7) stories (75 feet) height and the new proposal is for six (6) stories, with no mention of density negatively impacting our value for density down the road.
 - 7) Rockville is APFO'd out due to MORE stringent policies than Montgomery County School District, rendering this all moot anyway.



City of Rockville Planning Commission

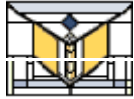
May 17, 2011

Page Three of Three

- 8) The State of Maryland is supposed to pay for this and they have no money for the foreseeable future. This fact renders the entire exercise moot at any rate.
- 9) What do we gain, if anything at all, in density to even consider supporting this aggravation?

Sincerely,

A handwritten signature in black ink, consisting of a stylized, cursive letter 'J' followed by a long, sweeping horizontal stroke that ends in a small upward flick.



To:
Cc:
Bcc:
Subject: Fw: Rockville Pike Plan-expansion of Fleet St to Wootton Pkwy

----- Forwarded by Louise Atkins/RKV on 05/24/2011 11:42 AM -----

From: Matthew Perkins <teo_68@hotmail.com>
To: <plagovnning.commission@rockvillemd.gov>, <cpds@rockvillemd.gov>
Cc: <mayorandcouncil@rockvillemd.gov>
Date: 05/24/2011 11:30 AM
Subject: Rockville Pike Plan-expansion of Fleet St to Wootton Pkwy

To Whom it May Concern,

I have been informed of a proposal to expand Fleet Street to Wootton Parkway in an effort to ease traffic congestions on Rockville Pike.

If this is accurate I would like to state my opposition to any such plan. I suspect that such an expansion would offer minimal, if any, relief from traffic congestions on the pike. To paraphrase, studies have shown "if you build it, more will come," in regards to roads. And such a plan would further erode the pedestrian and resident-friendly nature of many of Rockville's roads - one of my favorite aspects of the city. This is especially true for an area that has so many attractions for pedestrian traffic - the farmer's market, Richard Montgomery High School, Dogwood park and other parks.

My primary objection, however, will be one of safety. As a parent who drives my daughter to school at Richard Montgomery it is something of minor miracle that there are few, if any, accidents involving students and/or parents. To add more vehicles and the inevitable greater speeds into the equation seems irresponsible at best.

While I try to make the tone of this letter restrained, please to not mistake this for any doubt on my part that property and people will be at risk if such a plan is approved.

Sincerely,

Matt Perkins
Rockville, MD

**Fleet Street extension****Joan Zenzen** to: rockvillepikeplan, mayorcouncil

05/25/2011 09:18 AM

Dear Rockville Planning Commission,

I am writing to express concern over the proposal to extend Fleet Street to Wootton Parkway. Such an extension would provide an attractive cut-through for traffic to avoid Rockville Pike, passing directly in front of the new Richard Montgomery High School building.

I will have two students at RM in the fall, and I routinely go to the school for drop offs and pick ups for my older child now. I have also seen the high schoolers during open lunch between 11 and 12 noon. I see students with their heads down texting as they cross Fleet Street, oblivious to drivers. I have seen kids cross the street en masse, assuming that drivers will stop and not worrying if the traffic light at the Marlo is green or not. I have seen bottlenecks of traffic in the parking lot, especially on rainy days, with parents trying to drop off or pick up their kids, and many times parents will opt to use Fleet Street as the departure point, not driving into the RM parking lot. That situation obviously puts kids in the line of traffic as they try to cross Fleet Street to get onto the RM campus.

I think that a major reason why there has not been a major accident yet (so far as I know) is that all the drivers are parents or kids themselves, and they know what the situation is. The only traffic on that part of Fleet Street is RM traffic.

However, by extending Fleet Street and encouraging non-RM traffic to use that road, the City opens up the possibility of significant harm to our students. Non-RM traffic will want to get through the area as quickly as possible and will expect pedestrians to follow traffic signs and lights. In an ideal world, our kids would do so. But, they do not, and the city will be endangering our kids.

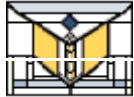
Wootton High School has long struggled with being on a major traffic thoroughfare, with kids being injured and even killed along Wootton Parkway. Please do not make the situation at RM an equally dangerous situation. Please do not extend Fleet Street to Wootton Parkway.

Thank you very much for your consideration.

Joan M. Zenzen
609 Blossom Drive
Rockville, MD 20850

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Joan M. Zenzen, Ph.D. (joanz10@verizon.net)
Historian
Rockville, MD



To:
Cc:
Bcc:
Subject: Fw: Recent neighborhood meeting

----- Forwarded by Peter Campanides/RKV on 05/26/2011 09:21 AM -----

Hilia Gensheimer I live at 728 Harrington Rd., and I missed a mee... 05/24/2011 05:20:37 PM

From: Hilia Gensheimer <hiliagens@verizon.net>
To: transportationinquiry@rockvillemd.gov
Cc: hiliagens@yahoo.com
Date: 05/24/2011 05:20 PM
Subject: Recent neighborhood meeting

I live at 728 Harrington Rd., and I missed a meeting in May where one of the issues was completing Fleet St, to connect with Wooton Pkwy.

Because I walk a lot and visit Ritchie shopping center, both by car and on foot, I don't think that path should be turned into a road.

- At lunchtime many of the students at Richard Montgomery High walk to buy food at the shopping center. I think the current path is safe for them.
- The intersection at Wooton from Fleet is very busy, almost impossible to turn left onto Wooton.
- The traffic light at Wooton and 355 is a long one and there is always a long line of cars, which makes the wait for the light even longer. I don't think an additional traffic light at Wooton and Fleet would solve the situation.
- The traffic at the 7/11 at Ritchie is constant; it is dangerous for pedestrians and even to drive by.
- Because of the many restaurants and markets, which are popular for neighbors, as well as people who drive, the shopping center is already full at dinner time.

Additonal trãffice at that corner would make it very hard for people who want to go to the shopping center or CVS.

I don't think that road is a good idea.

Thanks

Hilia Gensheimer
301 3402137

Exhibit No 108

Comments on the Rockville Pike Plan
Lea Rosenbohm
to:
rockvillepikeplan
05/26/2011 02:48 PM
Show Details

May 26, 2011

Rockville Planning Commission
Rockville, MD

Dear Planning Commission Members:

Thank you for the opportunity to submit my comments to you on the Rockville Pike Plan. My comments fall into two categories – a specific comment on part of the plan that directly affects my neighborhood of Hungerford and general preferences for prioritizing and accommodating modes of transportation other than automobiles in the redevelopment of the Pike.

Hungerford Impact:

An extension of Fleet Street is currently in the plan. I am NOT in favor of this proposal. First, It would be another project converting current green space to pavement. Second, I believe that if a main reason for extending Fleet Street is to reduce the cut-through traffic on E. Jefferson that there are other, less costly, traffic calming measures that could be implemented on E. Jefferson for controlling the traffic flow.

If a Fleet Street extension is deemed critical to the Plan, then I would urge you to consider converting another street (E. Jefferson?) to a car-free greenway.

Accommodating all modes of transportation:

I fully support any or all efforts to slow down automobiles and increase the mobility of pedestrians, bicycles, and buses on the Pike. Currently, safety is a real concern for anyone wishing to make trips by foot or by bike and perceptions of safety is an important factor to people in determining whether or not they will walk or ride a bike. Dedicated bike and pedestrian lanes that are separated from the traffic have been proven effective in increasing safety. The new plan indicates that buses travel in and out of local lanes. I would prefer to see buses given a dedicated lane in the center of the Pike. Increasing bus times over cars during peak traffic periods and making their speed visible to other travelers would encourage greater usage of the bus.

I would also encourage the city to consider the implications of land use not only on transportation, but also on the environment and our infrastructure. Since moving to Rockville over ten years ago, I have seen a number of vacant lots – mostly wooded -become developed with CVSs, banks, etc. along with their corresponding parking lots. This has not only increased the traffic at several intersections near my Hungerford neighborhood, but has also increased the amount of non-permeable paved surface in the city. This has implications for the quality of our water and streams due to increased run-off during heavy storms. To the extent possible, I would leave open spaces green. To the extent land must be developed, I would urge you to require permeable materials to be used – especially for parking lots.

I thank you again for taking Rockville citizens' comments into consideration.

Sincerely,

Exhibit No 108

Lea Rosenbohm
810 Brice Road
Rockville, MD
301-309-0515

Exhibit No 109

Rockville Pike Plan
Anne Goodman
to:
rockvillepikeplan
05/26/2011 02:51 PM
Cc:
farrelly
[Show Details](#)

Rockville Pike Plan (RPP)

My name is Jim Farrelly and I live in Twinbrook at 1109 Clagett Drive. The Twinbrook neighborhood lies adjacent to almost the whole of the proposed RPP (other than about half of the North Pike section). Because of this, we who live in Twinbrook will be the greatly affected by the proposed remodeling.

These comments will focus on three aspects of the RPP. The first is what the city will lose with the implementation of the RPP, the second is the question of how the City will pay for implementing the RPP and finally the question of who is going to benefit from carrying out the RPP.

Rockville is not Barcelona and does not need a high-end shopping street lined on either side by high-rise homes. Rather we need to preserve the sense of neighborhood that we now have with the large number of small shops and restaurants that are available to us along the Pike.

The RPP will disrupt the lives and businesses of the many people who have already set up shop here. It will probably drive the businesses out of the city because the rents in so-called Atrendy@ neighborhoods are much higher than in those that are less Atrendy.@ Consider that there are about a dozen ethnic- and non-ethnic restaurants and food stores in the Ritchie Center alone. My wife and I have given custom to numerous of these. Traveling South from the Ritchie Center we can imagine losing the businesses that we frequent along the route; Wintergreen Plaza off Edmonston Drive, Talbot Center, Woodmont Station Shopping Center, as well as all of Congressional Plaza. The plan will be wiping out many places that have appeared in the Washingtonian Magazine=s list of the best restaurants and the best inexpensive restaurants in the Washington area over the last several years. We will lose Bloom=s and Trader Joe=s, two nice high-end grocery stores. The City has not

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been able to attract a good grocery store to the City Center since it has been built, although we have been told that one is finally coming. We will lose one of the two Penzy=s outlets in the State of Maryland. We will lose, just to name a few places, Bed Bath and Beyond, Haverty=s, a number of gas stations and car dealerships (which cannot be replaced under the RPP). The list goes on.

I think that I have said enough concerning what we will lose so that we can bring high-end congestion into our fair city.

Now, how do we pay for the disruption that the RPP will bring to the city? One cannot simply evoke eminent domain without offering just compensation. We have a two-edged sword in this situation. Money will have to be provided for destroying the existing businesses on the Pike and justly compensating the present business owners and new money will have to be provided to rebuild the destroyed area and the infrastructure that will be needed to support the new area being built. Where will this money come from? The choices are the Federal Government, the State of Maryland, the City of Rockville in the form of bonds, or the developers. The Federal Government is broke and the State Government is not in a position to provide funds even though the State stands to be one of the biggest gainers from the RPP. Developers certainly cannot foot the bill. So, it will be up to the City of Rockville to fall back on its excellent bond rating to bring in the money. This is an extremely great gamble. If things go wrong (and I think they will) the city stands to lose its good bond rating and some of the bonds could default losing money for the bond holders.

Finally, who stands to gain in all this? Certainly, the developers, who will reap in big profits, will gain. They almost always do. The State will be a big winner because of the 6% retail sales tax on all the high end businesses to be attracted. Property tax will make the county a big winner since the county will receive about 66% of those revenues with the state receiving approximately 9% while the city will be in line for 25%. The county will get a big windfall on transfer and recordation taxes. These are a one time tax but should be worth over five million dollars. Hotel rentals will get the state the usual 6% sales tax while the county will charge 7% (with the city getting 2%). Does all the above sound like a good deal for Rockville which will have to finance the bulk of this project? I don=t think so!

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comments on pike plan
beth schaffer
to:
rockvillepikeplan
05/27/2011 10:41 AM
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To whom it may concern,

I live in Woodmont Overlook on Templeton Place. I support the Rockville Pike Plan. I anticipate the process will be difficult for us with all the construction, but that the end result will be good. It would be nice to have more residential areas here, and mixed use buildings attract good stores and businesses. I hope when it is all finished, it really will be more pedestrian friendly. One issue is all the curb cuts on the sidewalks. They can be difficult for pedestrians. I hope the Pike Plan can become a reality. From the pictures, it looks very nice.

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